

GLOSSARY OF FREQUENTLY USED TERMS AND ACRONYMS

ACP

Annual Construction Program.

ADT

Average Daily Traffic.

Access

Access is a means of approach to provide vehicular or pedestrian entrance or exit to a property. This may not necessarily include all movements.

Access Management

Access management is the process of providing and managing access to land development while preserving the regional flow of traffic in terms of safety, capacity, and speed.

A.M. Peak Hour

A.M. peak hour is identified by a one hour period in the morning when traffic flow increases. The a.m. peak hour typically occurs between 6:30 a.m. and 9:00 a.m. Traffic volumes occurring during the a.m. peak hour are used to calculate the overall operation of a roadway or intersection.

Arterial

An arterial is a major street carrying the traffic of local and collector streets to and from freeways and other major streets. Arterials generally have traffic signals at intersections and may have limits on driveway spacing and street intersection spacing.

Biological Assessment

A biological assessment is an environmental document required for compliance with the Endangered Species Act for projects with federal funding or permits.

BRAC

Bridge Replacement Advisory Committee. The BRAC exists to advise WSDOT on the selection of appropriate bridge projects for funding under the federal Highway Bridge Replacement and Rehabilitation Program (HBRRP).

CAPP

County Arterial Preservation Program (State funding source) is a funding source for the County Road Administration Board (CRAB). CAPP is designed to assist counties to preserve their existing paved arterial road networks.

CCC

Clark County Code.

CCRP

Corridor Congestion Relief Program (State funded).

CDBG

Community Development Block Grant. Block grants are targeted for low and moderate-income areas. Improvements usually consist of sidewalk and capital improvement programs.

CMAQ

Congestion Mitigation and Air Quality Improvement (Federal funding source). This funding is for projects that create a direct air quality benefit, leading toward attainment or maintenance of a National Ambient Air Quality Standard (NAAQS).

CRAB

County Road Administration Board. This agency is funded from the portion of the counties' fuel tax that is withheld for state supervision, and from a small portion of the two grant programs that it administers. The Board establishes and maintains "Standards of Good Practice" to guide and ensure consistency and professional management of county road departments in the State of Washington.

CRF

Clark County Road Fund. County road funds are established through annual County property tax, gas tax and other revenues.

C-TRAN

Clark County Public Transportation Benefit Area Authority, the transit agency for Clark County, Washington.

CWP

Clean Water Program

Capacity

The maximum rate of flow at which vehicles can be reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic, and control conditions; usually expressed as vehicles per hour.

Collector Streets – Urban Collector

Collectors – Urban Collector. “Urban collector” provides for land access and traffic circulation within and between residential neighborhoods, and commercial and industrial areas. Direct access to adjacent land uses, however, is still subordinate to traffic movement. Access to abutting properties is controlled through the use of raised channelization, driveway spacing and pavement markings. Typically, collectors are not continuous for any great length, nor do they form a connected network by themselves. Parking is allowed only on two-lane urban collectors (see the Standard Details Manual) where bike lanes are not specified. (CCC 40.350.030(A)(5)(b))

Comprehensive Plan

A long-range plan, typically looking 20 to 50 years into the future, which is intended to guide growth and development of a community. Comprehensive Plans are required by the Growth Management Act for specific counties and cities in Washington State. The Plans establish goals and policies for managing population growth and land development while ensuring that the growth is adequately served by public facilities. Ordinance 1995-12-47 and Ordinance 1996-05-01 adopted the Clark County 20 Year Comprehensive Growth Management Plan.

Concurrency

The Concurrency ordinance (CCC 12.40) was adopted in response to the Washington State Growth Management Act, which required local jurisdictions to adopt level-of-service (LOS) standards for the arterial road system and to ensure maintaining those standards when considering new development. This process is called *Concurrency*. Concurrency applies to any development, land division, site plan, and conditional use permit approvals. It is intended to implement 12.05.303 of the Road Standards.

EA

Environmental Assessment.

ESA

The Endangered Species Act was established in 1973 to preserve ecosystems of endangered and threatened species. The Act was recently amended to include various species of fish, wildlife, and plants throughout the United States.

Environmental Review

The consideration of environmental factors as required by the Washington State Environmental Policy Act (SEPA). The environmental review process is the procedure used by agencies and others under SEPA for giving appropriate consideration to the environment in agency decision-making. (WAC 197-11-746).

Functional Classification System

The purpose of a functional classification system for county roads is to define varying levels and types of transportation infrastructure and to provide for the safe and efficient movement of people and goods, while preserving residential areas and maintaining the economic vitality of commercial and industrial areas. The system classifies transportation facilities as either urban or rural roads. Within urban roads, they are further divided into arterials, collectors, and access roads; within rural roads, they are divided into arterials, collectors and access roads. The county's classification system is intended to be in compliance with the federal classification system (CCC 40.350.030(A)(4))

Growth Management

A group of strategies used by a government to direct the timing, location and type of development in a community.

Growth Management Act (GMA)

The State of Washington's Growth Management Act was adopted in 1990 to address the negative consequences of unprecedented population growth and suburban sprawl in the State. The GMA requires all cities and counties in the State to do some planning and has more extensive requirements for the largest and fastest-growing counties and cities in the State. Its requirements include guaranteeing the consistency of transportation and capital facilities plans with land use plans.

HBRRP

Highway Bridge Replacement and Rehabilitation Program (Federal Funding Source). This program has the objective to replace or rehabilitate roadway bridges conveying public roads over waterways, railroads, canals and other barriers.

HES

Hazard Elimination System/Safety (Federal Funding Source). The objective of this fund is to improve specific locations which constituted a danger to vehicles or pedestrians as shown by frequency of accidents. (LAG 12.32e).

Impacts

'Impacts' are the effects or consequences of actions. Environmental impacts are effects upon the elements of the environment. (WAC 197-11-752).

Interchange

A system of interconnecting roadways in conjunction with one or more grade separations, providing for the movement of traffic between two or more roadways on different levels.

Intersection

The general area where two or more highways join or cross, within which are included the roadway and roadside facilities for traffic movements in that area.

Land Use

The type of activity associated with a specific geographic area. Land use categories can be broad (e.g., residential, retail, office, industrial, and recreational), or they can be very specific (e.g., single-family residential, convenience market, or elementary school). In order to estimate trip generation characteristics for a specific geographic area, it is necessary to know both the type and intensity of land use (e.g., single-family residential land use at a development intensity of eight units per acre).

Level of Service (LOS)

The Level of Service is a grading system developed by the transportation profession to quantify the degree of comfort (including such elements as speed, travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or roadway segment. LOS is expressed as a letter grade that ranges from "A", indicating that drivers will experience little, if any delay, to "F", indicating significant traffic congestion and driver delay will occur.

Local Residential Access Streets

"Local residential access" streets provide direct access to adjoining properties within a neighborhood. Through trips are discouraged and parking is allowed. In general, these streets do not directly connect to arterials or collectors. (CCC 40.350.030(A)(5)(c)(2))

MVFT

Motor Vehicle Fuel Tax.

Mitigation

(1) Avoiding impacts altogether by not taking a certain action or parts of an action; (2) minimizing impacts by limiting the degree or magnitude of the action and its implementation by using appropriate technology, or by taking affirmative steps to avoid or reduce impacts; (3) rectifying impacts by repairing, rehabilitating, or restoring the affected environment; (4) reducing or eliminating impacts over time by preservation and maintenance operations during the life of the action; (5) compensating for impacts by replacing, enhancing or providing substitute resources or environments; and/or, (6) monitoring impacts and taking appropriate corrective measures (WAC 197-11-768).

Mode

The means by which travel is accomplished. Alternative modes of travel include walking, bicycling, auto, bus, light rail, airplane, ferry, etc.

NAAQS

The National Ambient Air Quality Standards were set up by the Environmental Protection Agency (EPA) to help mitigate the health impacts of air pollution. EPA established NAAQS measure for six pollutants that include carbon monoxide, ozone, particulate matter, lead, sulfur dioxide, and nitrous oxide.

Non-attainment Area

Geographic area in which air pollution levels exceed the NAAQS.

Peak Hour

A period of 60 consecutive minutes during which an intersection or roadway system experiences the greatest amount of traffic volume.

P.M. Peak Hour

A one hour period in the afternoon or evening when traffic flow increases. The p.m. peak hour typically occurs between 4 and 6 p.m. Traffic volumes occurring during the p.m. peak hour are used to calculate the overall operation of a roadway or intersection.

PSMP

See USP.

PWB

Public Works Board. The Public Works Board was created by the 1985 Legislature. The Board is comprised of local government officials, special purpose district representatives, and private sector members. The mission of the Washington State Public Works Board is "to assist Washington's local governments and private water systems in meeting their public works needs to sustain livable communities." The Board is authorized to loan money to counties, cities, and special purpose districts to repair, replace, or create domestic water systems, sanitary sewer systems, storm water systems, roads, streets, solid waste and recycling facilities, and bridges.

PWTF

Public Works Trust Fund. This trust fund is administered by the Public Works Board. The PWTF Construction and Pre-construction Loan Programs provide funds to design, repair, replace, or create a facility. These loans have a 5 to 20-year term with an interest rate of only one-half percent. The maximum for any agency is ten million dollars per biennium.

RAP

Rural Arterial Program (State Funding Source) is a CRAB funding source. In 1983 the legislature created the RAP to help finance the reconstruction of rural arterial roads. The program is funded with 0.58 cents of the Motor Vehicle Fuel Tax (MVFT).

RCW

The Revised Code of Washington contains all the laws of the state of a general and permanent nature.

ROC

Washington State Recreation and Conservation Office.

RTC

Southwest Washington Regional Transportation Council. RTC is the regional transportation planning agency for Clark, Klickitat, and Skamania counties.

WW&RP

Washington Wildlife and Recreation Program.

Right-of-Way

Right-of-way is property held by the county for existing or future public roads or other public improvements.

Roadway Conditions

The geometric characteristics of the street or highway, including the type of facility and its development environment, the number of lanes (by direction), lane and shoulder widths, lateral clearances, design speed, and horizontal and vertical alignments.

Roadway

A roadway is the improved portion of an easement or right-of-way, excluding curbs, sidewalks and ditches. Road, roadway and street will be considered interchangeable terms.

Roadway Section

A roadway section is a cross-section of a roadway which displays, travel lanes, turning lanes, bike lanes, sidewalks, and medians with their respective dimensions. Each classification of roadway has a corresponding roadway section.

SAFETEA-LU

On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

SCFRRP

Salmon Creek/Fairgrounds Regional Road Plan.

SEPA

State Environmental Policy Act. SEPA is a state law requiring agencies to consider the environmental consequences of their decisions. (WAC 197-11-790).

STP

Surface Transportation Program (Federal funding source). The objective of the STP is to fund construction, reconstruction, resurfacing, restoration and rehabilitation of roads functionally classified as arterials.

Signal Warrant

A criterion that must be met before the installation of a traffic signal can be considered.

Significant/Significance

- 1) 'Significant' as used in SEPA means a reasonable likelihood of more than a moderate adverse impact on environment quality.
- 2) Significance involves context and intensity and does not lend itself to a formula or quantifiable test. The context may vary with the physical setting. Intensity depends on the magnitude and duration of an impact. The severity of an impact should be weighed along with the likelihood of its occurrence. An impact may be significant if its chance of occurrence is not great, but the resulting environmental impact would be severe if it occurred. (WAC 197-11-794).

SWCAA

Southwest Washington Clean Air Agency, is a government agency responsible for air pollution control and planning in Clark, Cowlitz, Lewis, Skamania, and Wahkiakum Counties.

Stormwater Facility

"Stormwater facility" means the natural or constructed components of a stormwater drainage system, designed and constructed to perform a particular function, or multiple functions. Stormwater facilities include, but are not limited to, pipes, swales, ditches, open channels, culverts, storage basins, infiltration devices, catch-basins, manholes, dry wells, oil/water separators, and sediment basins. (CCC 40.100.070)

TDM

Transportation Demand Management is a demand-based technique for reducing traffic congestion, such as ride-sharing programs and flexible work schedules enabling employees to commute to and from work outside of peak hours.

TEA-21

The Transportation Equity Act for the 21st Century was signed on June 9, 1998, superseding the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. This bill provides Federal Transportation dollars for Federal, State and Local agencies. The majority of benefits associated with ISTEA are continued or expanded upon through TEA-21. Also, see SAFETEA-LU.

TIB

The Transportation Improvement Board is a state funding agency and administers several state funding programs. The mission of the TIB is to assist local agencies to preserve and improve transportation systems by providing financial assistance, supporting economic development, promoting multi-jurisdictional and multi-modal coordination and to promote public/private cooperation.

TIF

Transportation Impact Fee. TIF is the traffic impact component of a development impact fee that was adopted in August 2001 (ordinance number 2001-08-01A) and an update was newly adopted on September 25, 2007 (ordinance number 2007-09-14). An impact fee is a fee levied on a developer by the county as compensation for expected effects of the development.

TIP

Six-Year Transportation Improvement Program.

TIPIT

Transportation Improvement Program Involvement Team. See Page 4 for more information on the TIPIT role. TIPIT members are listed under the *participants* section at the beginning of this book.

TPP

Transportation Partnership Program (State funding source). See UCP.

UAP (formally AIP)

Urban Arterial Program (State funding source) formally known as the Arterial Improvement Program. This program was established by the State in 1967 as the Urban Arterial Trust Account (UATA) and was designated as the AIP in July 1999. The purpose of this program is to fund city and urban county arterial road and street projects to reduce congestion and improve safety, geometrics, and structural concerns.

UCP (formally TPP)

Urban Corridor Program (State funding source) formally known as the Transportation Partnership Program. This program was established by the State in 1988 as the Transportation Improvement Account (TIA) and was designated as the TPP in July 1999. The purpose of the program is to fund projects on the regional transportation plan that are necessitated by existing or future congestion due to economic growth.

UR-SP (formally PSMP)

Urban Sidewalk Program (State funding source) formally known as the Pedestrian Safety and Mobility Program. This program was established by the TIB in 1994 as the Pedestrian Facilities Program (TIA-PFP) and was designated as the PSMP in July 1999. The program goal is to enhance and promote pedestrian mobility by providing funding for pedestrian projects that provide access and connectivity of pedestrian facilities.

V/C Ratio

The ratio of volume to capacity for a traffic facility.

Volume

The number of vehicles passing a point on a lane or roadway during some time interval, often taken to be one hour, but may also be expressed in terms such as sub-hourly, daily, or annually.

WAC

Washington Administrative Code. The WAC is laws adopted by state agencies to implement state legislation.

WSDOT

Washington State Department of Transportation. WSDOT is a department of the State of Washington responsible for transportation related planning, management, and coordination.

Zoning

A map and ordinance text which divides a city or county into land use "zones" and specifies the types of land uses, setbacks, lot size, and size restrictions for buildings within each zone.